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Live To Ride Magazine page

G'day

FREE COUNTRY?
So just how free are we...?

WE ARE lucky to be living in a country as free as Australia and we take a lot of our freedoms for granted. And it's this taking it for granted 'she'll be right mate' attitude that has gotten us into so much trouble. The 'I'm not in a club so it doesn't affect me' mentality is what I'm referring to. Australian State and Federal governments have been banging on about the 'Bikie Menace' for a few years now, virtually ever since 1984's incident at Milperra and it is steadily getting worse. Over the past five years it has really peaked at an all-time high, and they sometimes can't tell the difference between HOG members and the Hells Angels MC.

So once again the motorcycle lifestyle is under attack in South Australia where they are intending to introduce similar laws to the ones that are currently under review in Qld. Charges are being dropped left right and centre in Qld against members who have been charged but the statistics will never reflect that, all it will show is the number of charges against the 'Bikie Menace' and not the number of charges PROVEN. Why can't we have those stats?? Oh because it proves that the cops either got it wrong or didn't do their job properly, which is why I wouldn't want to be a fuckin' cop for the all the tea in China...

The laws are damaged and were/are being introduced at the bequest of the police as they claim it's hard to get a conviction. But isn't that their fucking job? They have to investigate and PROVE that the offence was committed by the accused, not have the accused have to prove his INNOCENCE. And this power will be taken away from the courts and given to the government minister to decide based on evidence submitted by the cops. But who is to say this evidence is 100% correct? From what I gather the evidence wouldn't stand up in court as it would be regarded as 'Here say' i.e.: I heard someone say that X beat up Y etc.

Now I'm not saying that everyone who rides a bike or is in an MC is

100% innocent and a perfect citizen, but you have to give them the benefit of the doubt until they have their day in court. That's the justice system at work but by parliament declaring who and who isn't a criminal we might as well do away with the courts and visit our local MP to get his version of the law. Yep, we all know they studied law for seven years to get their degree don't we? What's that? You mean they didn't all get law degrees when they entered parliament? Well how can they make that decision?

Okay so I got on my high horse and one of the reasons is a couple of friends of mine have both been caught up in the hysteria surrounding the club scene and both wanted to do a trip to the USA for a brief holiday. Neither of these guys knows each other and the only thing they have in common is they know me and that they ride motorcycles. One mate had been in a club but has been out for over 10 years. He's not been found guilty of any major crime and is in a middle management position for a government run business but since the Waco shootings in the USA, the country has been on high alert for 'Bikies' so he was knocked back straight away. The other bloke has never been in an MC but has attended a few rides hosted by a couple of motorcycle clubs and has enjoyed the odd weekend away with mates on motorcycles. He got his ESTA but then found out with less than 12 hours to take off that it was rescinded. Both these guys will be making appointments at the consulate to try and sort the problems out but until then, they can't do what they want to do...which is visit the USA. Is it really a free country?

Okay, rant over and I'm outta here to clear my head by going for a ride. At least I can still do that!

Loaf

Features:



28 FAREWELL AL'S
Als Fortune takes his last ride.

34 DIGGING DEEP
Looking after Legacy thanks to the Diggers MC

40 SILVERWATER MOTORFEST
A great family day out for the bike and car fans

48 ROCKING ADELAIDE
The Mongols MC host their first show in Adelaide.

62 COASTAL CRUISE
Hitting the GOR with the Black Uhlan MC Geelong

76 AUSTRALIAN TATTOO – TATTOO NAT
A quick look at Tattoo Nation.

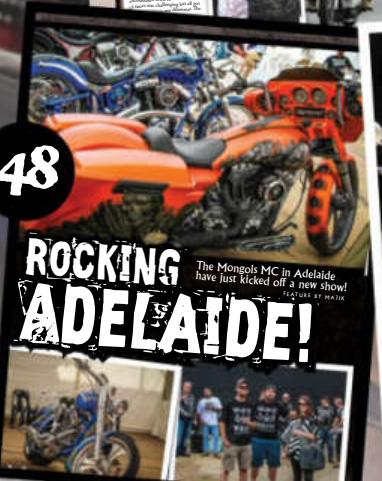
82 BOMBSHELL OF THE MONTH
A hottie from lovely ladies at Bombshells

Bikes:

20 MELBOURNE MAGIC
A walk along a Melbourne street can lead to anything ...

34 THE LITTLE ROOSTERS
It doesn't have to be a Harley to be a custom

42 THE GOLDEN EAGLE
The Cali Custom comes from Italy's oldest motorcycle manufacturer.



Regulars

- 8 FRONT END**
- 15 HEALTH TIPS**
- 17 OLD TIMERS**
- 19 FARKIN' FUNNY**
- 58 HARD AT WORK**
- 71 STILL HAVING A GO**
- 81 KICKSTART**



A golden autumn day was
had by all who rocked up...
FEATURE BY JUL

FEATURE BY JUL

Learn To Read



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Bel-Ray knows that the road can be long and unforgiving, which is why **Bel-Ray** has developed V-Twin Synthetic Engine Oil 10W-50. **V-Twin Synthetic Engine Oil 10W-50** lowers engine temperature while increasing horsepower, allowing you to ride longer and faster—allowing you to own the road. Rest assured that your oil will not fail during a cross-country rally or a trip around the block. **V-Twin Synthetic Engine Oil 10W-50** extends the change intervals for your bike, so you can spend less time in the shop and more time on the road. Safe for all types of V-Twin engines, **V-Twin Synthetic Engine Oil 10W-50** provides a viscosity stable formula with maximum anti-wear protection.

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Front End

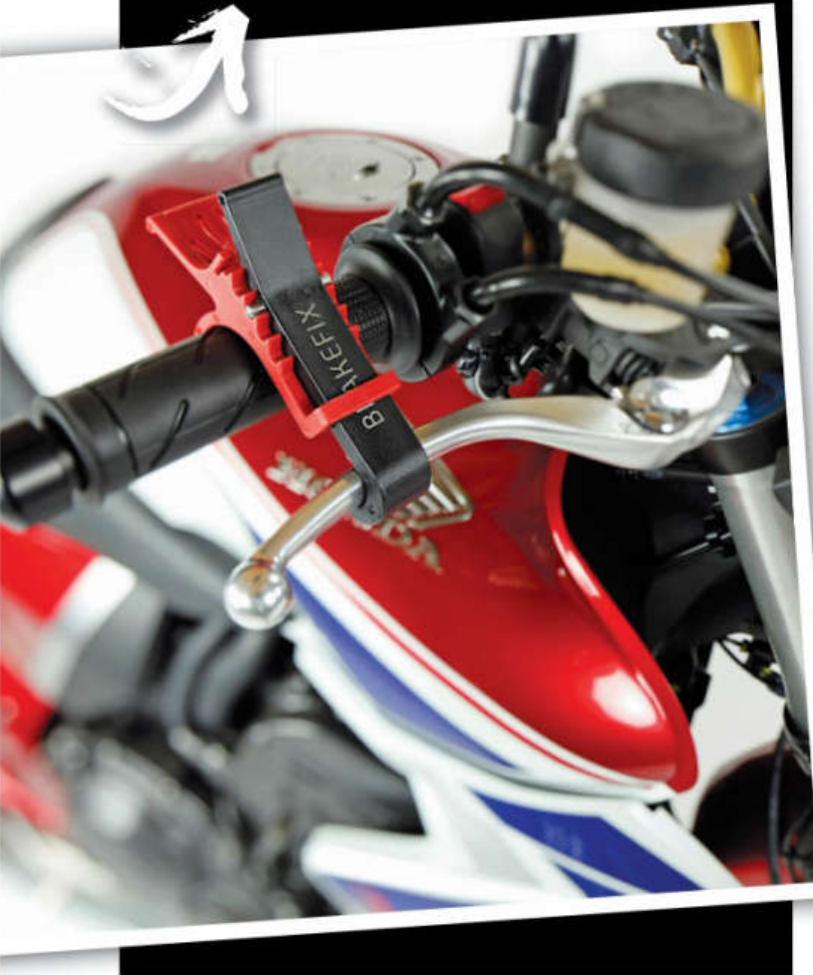
BRAKEFIX

Has your bike ever rolled forward off the side stand and fallen over? Do you live on a sloping block with a steep driveway? Do you transport your bike in a trailer? Do you have kids that could potentially roll your bike off the stand?

Well, with all these scenarios, the days of using cable ties to stop your bike rolling are over with the arrival of the BrakeFix.

The BrakeFix wraps around the throttle grip of your bike and the front brake lever. You then adjust the BrakeFix to apply light pressure to the front brake, preventing your bike from rolling forward or backwards and potentially falling over. The BrakeFix is perfect for cruisers, touring bikes, sportsbikes, minibikes, trailbikes and even quadbikes. It's also a very handy, durable, compact tool that will store easily under the seat of your bike or in your tool pouch.

Ask your local motorcycle shop for more information or visit ProAccessories.com.au (07) 3277 0693.



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If room is at a premium in your garage then this great Aussie made product could be just the trick. It suits most bikes up to 300mm rear tyre, and will give you a Ride in-Ride out capability. Using the BikeSkate you will be able to turn your bike around in its own length and it is suitable for all motorcycles from road bikes and scooters to heavyweight bikes such as Harley-Davidsons. Australian owned and manufactured by a Melbourne engineering firm, Hitech Rigging and Engineering P/L the BikeSkate can be ordered through Facebook by searching for BikeSkate.



NEED A LIFT?

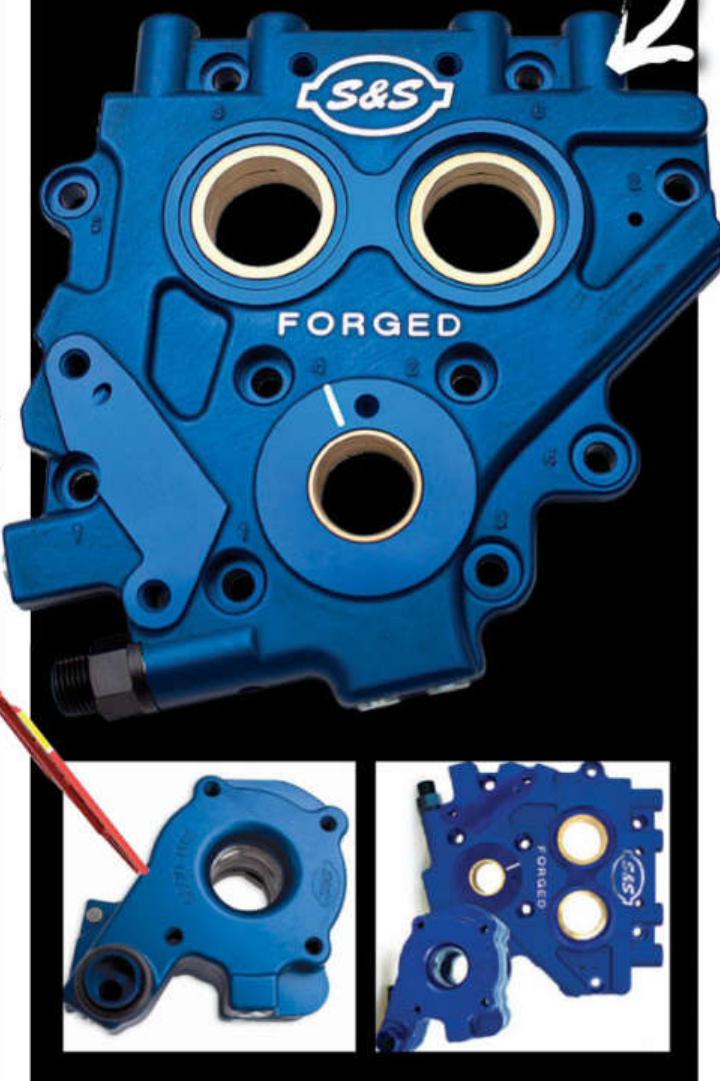
Getting your bike up off the ground to a height where you can work on it with ease is exactly what Warana Imports are about. Ian Oakes, the owner of Warana Imports, wanted a Bike Lifter to work on his own bikes but couldn't find anything suitable and after importing one for his own use a few friends expressed interest and soon a new business was born. Their table lift, known as a The Bike Lifter, is ideal for the home or workshop and is raised by using a foot-operated hydraulic pump that will easily lift 500kg. The bike lifter also features an on-and-off ramp, front wheel clamp, removable rear wheel panel, safety locking system and is easily moveable on wheels. They also offer an optional service jack to assist with wheel changes and other service work.

Contact Warana Imports on 1300 765 539 or check out their website www.waranimports.com to see their full range.



SUPER SUPPORT

When changing to performance cams in any twin cam engine S&S Cycle recommend that TC3 oil pumps and cam support plates are also fitted. They are a must if your engine has suffered even a minor problem that created metallic particles or debris. It's pretty easy to see if your oil pump has been chewed up by junk going through it, but it's pretty hard to know if there's still some of that stuff hiding in the oil passages of your cam support plate! CNC machined from forged alloy S&S' cam Support plate offers increased structural strength plus there are two stainless steel screens to trap any horrible shiny bits. TC3 oil pumps and cam support plates are available to fit 1999-up Harley-Davidson Twin Cam Engines. Contact Rollies Speed Shop for further details and for your nearest stockist.



Front End

EXIT STAGE-III

Give a Harley-Davidson® Touring motorcycle more passing power and hill-climbing performance with the new Screamin' Eagle® Stage III 103 Performance Upgrade Kit (P/N 92500028). This street-legal, Stage III kit gives 2014-later Harley-Davidson Touring models with an Original Equipment Twin Cam 103™ engine a real boost in everyday performance while maintaining the factory warranty. Designed for use with stock cylinder heads, this street-performance kit produces big torque gains at lower RPM, with the potential to produce 88 horsepower and 100lb-ft of torque. The Stage III kit includes high-compression 10.5:1 pistons, big torque SE-585 cams, Perfect Fit pushrods, a high-performance diaphragm clutch spring, high-lift valve springs and gaskets. This Stage III 103 kit does not fit Trike or Twin-Cooled™ models, and installation requires the separate purchase of primary cover gasket. See your Harley-Davidson dealer for details.



CARBON FIBRE COBRA

RJAYS Cobra II gloves and made using 100% A Grade Drum Dyed Leather fitted with floating carbon fibre knuckle protection for easier grip position.

Carbon fibre protection is located on back of hand, fingers and base of palms and for extra comfort, stretch panels are in place across the back of fingers and thumb. Other features include: double stitched leather on palms, leather reinforced webbing joining little finger to third finger and reflective silver piping across back of the hand for better night visibility. The Cobra II gloves are available now from all good motorcycle shops and are distributed by Cassons Pty Ltd.



AGV'S LIDS

AGV helmets are amongst the best fitting and manufactured helmets in the world, and their RP60 represents AGVs dedicated vintage style range, reflecting AGVs tradition for unmistakable style that its riders have taken on the racetrack in the past. AGV updates the characteristics to create a product which is sure to interest those in search of a helmet with the pure spirit of motorcycling. The design of the RP60 is absolutely faithful to those in the '50s and '60s, characterised by a clean, rounded shell, on which there are three press studs in the front area and a ring to hold the goggles on the back. Edges and coverage of polystyrene in faux leather accentuate the vintage effect and further enhance the product. AGV helmets are available from all good motorcycle shops and accessory outlets and are proudly distributed by Cassons Pty Ltd.



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already we are seeing a lot of interest for the Daytona 2016 ride and we have opened our bookings for this ride early. The Rally is held in March and we are usually sold out by November of the previous year....so book now to attend one of Americas most iconic motor cycle rallies. On this ride you visit Nashville, Jack Daniels Distillery, Memphis home of the Blues, New Orleans, and ride along the spectacular Gulf Coast to Florida and on to Daytona. Daytona is known as the City of Speed, and we visit the most famous and largest of all Speedways The Daytona Speedway for a spectacular night..... call or email now for further information.



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Front End

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A high-quality rain suit is a motorcycle travel-insurance policy stashed in a saddlebag. At the ready when storm clouds brew on the horizon, Harley-Davidson® MotorClothes® rain gear is engineered and tested in the lab and on the road to keep riders and passengers dry and comfortable with an up to '110kph without a windshield' standard.

For 2015, Harley-Davidson rain gear is better than ever. Both waterproofing performance and breathability has been improved by 300%, and all rain gear is fully seam-sealed, with double-taped seams in high-stress areas to better prevent leaking. Harley-Davidson is so confident in these improvements that the limited warranty has been extended, from 90 days to a full year. For added visibility, Harley-Davidson rain gear features strategically placed 3M™ Scotchlite™ Reflective Material in piping and graphics.

For men, the new Rutledge Hi-Vis Rain Suit (P/N 98372-15VM) features a waterproof nylon jacket with

polyester mesh lining, underarm zipper vents, a mock collar with neck cinch, and a roll-out hood with bungee cord and toggle. Matching waterproof nylon pants also feature mesh lining, heat-resistant shields on the lower inner legs plus full-leg, two-way zippers with a hook-and-loop storm flap. The pants feature secure suspenders and adjustable leg openings with instep straps.

For women, the new Skull Rain Suit (P/N 98363-15VW) features waterproof oxford nylon jacket with polyester mesh lining, and reinforced shoulders, elbows and knees for added durability. The two-way zipper is protected by a hook-and-loop storm flap. A bungee cord and toggle system snugs up a hood that can either be zipped off the jacket or folded under the collar. Nylon pants feature mesh lining, heat-resistant shields on the lower inner legs, anti-slip traction on the seat and two-way zippers with hook-and-loop storm flap.

These suits will be available from your local Harley-Davidson authorised dealer.

TRUE COLOURS

Dad will show his true colours in this classic black and orange Moto Ride Nylon Jacket (P/N 98553-15VM). The heavy nylon twill shell is lined with polyester mesh and features a rib-knit collar and waist along with an action back. There are also plenty of exterior and interior pockets for daily essentials. Details include embroidered appliquéd graphics on the right sleeve, left chest, and neck and embroidered graphics on the back. Available now in S to 5XL and Tall sizes from all good Harley-Davidson dealerships.



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Biker Health Tips

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GETTING LEAN!

Already after a few weeks the big fellah's noticing a difference...

A COUPLE of months before I wrote this column Loaf and myself were talking about his efforts to lose weight a few years earlier, and how he again needed to get down in the kgs. Not being big on exercise, I put my thinking cap on for him and came to the conclusion that he would need to curb his appetite.

With this in mind, I researched liquid weight loss procedures and the common denominator seemed to be 'green tea'. Asking people that had used or were using green tea, one similarity that most mentioned was the side effect of diarrhoea. Now if you're losing weight you want all the toxic waste out of your body, but with excessive diarrhoea comes energy loss and fatigue.

While trying to lose weight you will need an appetite suppressant. And something else to consider is that if you're constantly spraying the bathroom throne, as a result you're going to be constantly hungry. Therefore I needed to find a product for Loaf that promotes weight loss, doesn't make you feel like a starving Ethiopian, gives you

I removed each sample from its wrapping and placed them in clear bags with a letter on it and had six friends try each product

energy and is not foul tasting. I went around to the protein shops and asked for green tea or weight loss powder samples, and was lucky as the majority of the shops either had samples or ordered me some in, (the joys of being a 'D grade' celebrity).

I removed each sample from its wrapping and placed them in clear bags with a letter on it and had six friends try each product. The results tallied and the standout product was by a company named Body War Nutrition. A Sydney based business, its product Lean Tea was everyone's choice as the best as it had no noticeable side effects such as diarrhoea or fatigue and all who sampled the products said they felt good during the day after Lean Tea. Being the great researcher that I am I contacted Nick from Body

War Nutrition and he gave me a rundown on his Lean Tea. He told me he works on supplying the best ingredients into his products for his customers. He went through his wide range of training supplements but there were too many to write about here...and anyway this column is primarily about Loaf getting back to being the sex symbol he was and again will be. I found out during the talk with Nick that his Lean Tea contains both green and white teas which are both powerful antioxidants.

While many green tea products contain not much more than green tea Lean Tea contains;

- Yerba Mate - a South American naturally caffeinated leaf which helps to invigorate us and with our focus.

- Resveratrol - which supports healthy cardiovascular function.

- Guarana and Panax Ginseng - which both help athletic performance and our memories.

- Grapefruit seed - which has an anti-obesity effect.

Raspberry Ketones - which are getting a big rap as a weight loss miracle.

- African Mango - which also encourages weight loss.

Achyranthes Aspera - which curbs your appetite cravings and detoxifies your blood.

What I like hearing most about Lean Tea is that it contains no sugar! Of course with any product like this it's not for anyone pregnant, breastfeeding or under 15 years of age. At the time of writing this column Loaf has been using Lean Tea for three weeks and says he feels invigorated each morning after his cuppa but found he prefers it cold. He has had no diarrhoea problems and has even been enticed into taking a nightly walk around the block. If you know Loaf that is progress!

I wonder if we can talk the fat girls at the pub into trying Lean Tea?

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Old Timers

Winter Fun...

STAVING OFF AND BECOMING A HUMAN ICICLE.



IT'S A PRETTY fair call that most of the readers of Live to Ride have hauled themselves out of a warm bed on a below zero Sunday morning, looked out the window at the light frosty rain and thought, 'Nobody's going to ride today.' And headed back for bed. And then the phone rings.

I knew that Tiny was itching to get his brand new Can Am on the highway. An argument with a Kangaroo over who was going to occupy a certain bit of road had rearranged his old model to the point where it was a write-off (my suspicions of a comparatively light frame seemed to be justified) and, as the new 1300cc model was on the ramp, Tiny placed his order and sat back for an impatient wait.

The delivery of his new ride coincided with a really cold period in July and I was interested to see whether Tiny's motivation to hit the road was greater than his potential for becoming a human icicle. I must admit it was no surprise that my Sunday morning caller was Tiny, fairly champing at the bit. It seems that he'd already lured Dozy and Snoop out of their warm doggy beds, something that really surprised me, so I started the cold weather gear ritual.

As you've probably already gathered, we ride all year round down in the Yass Valley; only really heavy rain baulks this mob. As far as really cold weather goes I think I've got it pretty well covered with the Ultra. After bulk years of riding just about every two-wheeled critter alive for various magazines and including my own rides, I had a fair idea what my 'Goldilocks' bike would need and the Harley Ultra checked all the boxes.

The Harley's big advantage for winter riding is the batwing fairing. I've kept the screen height box stock because it's just the right height for me to hunker behind but I can still look over the top if things get to misty. A set of Symtec heated grips went on early in the piece, they're good gear and, at the time looked more like original equipment than the factory ones.

So, no problems with the ride, how about the tender pulsating body? Starting from the bottom bits a good pair of 75% wool socks or good quality thermals will do the job. I also use a pair of insulated 'snow' boots on the really icy days. Fifty bucks from Aldi and you're keeping an important part of the set up cosy. Nothing worse than cold feet on a long ride.

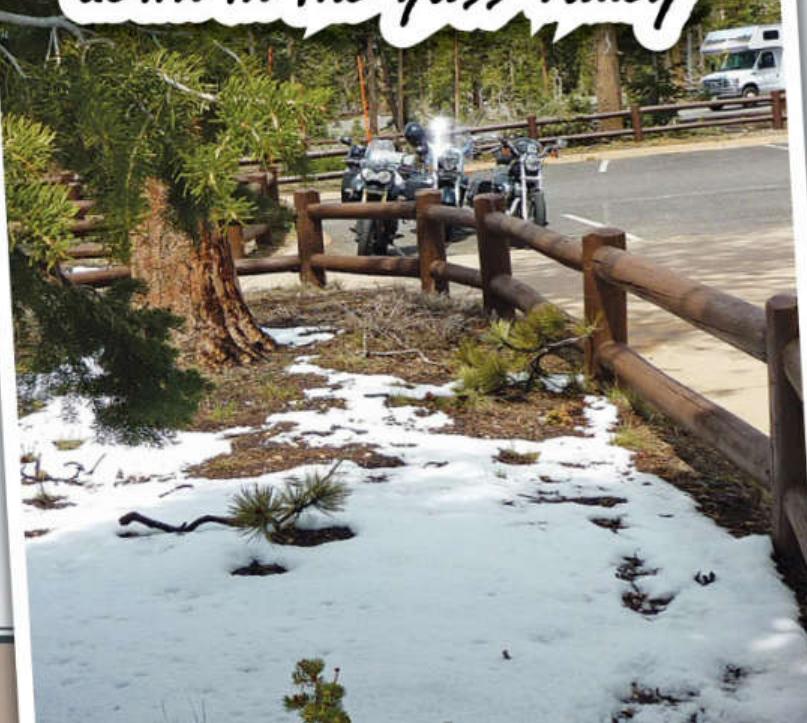
Going up to the leg bones... I've tried just about every combination known to man

when it comes to keeping those bits warm. You can pay squillions for those trendy nylon combos but I've found that a good pair of jeans and thermal long undies keeps my ageing bits warm enough. I've seen some dudes use horse riding chaps when it gets too chilly. They're usually sensibly priced waterproof wax cotton, easy to get on and off and easy to store.

A thermal T-shirt, thermal high neck jumper and my Harley jacket cover the top half. If it looks like blizzard weather I have a heavy-duty coat patterned on a military watch coat that I fall back on. With its high zipped collar and double storm flaps it looks like it was designed for motorcycling. For the head bone I use an open face with a pull down visor, a set-up that allows me to appreciate my mates trying to see out of fully fogged, full-face helmets.

The crew were all lined up under the servo's parking bay when I rolled up, sharing an expression of 'what the fuck am I doing here?' Tiny was there on his new ride, 'raring' to go', happy as a dog with two dicks. It was nice to see how motorcyclist will always go those extra yards to back a mate up, even when it seems to go against all natural survival instincts and common sense. ■

As you've probably already gathered, we ride all year round down in the Yass Valley



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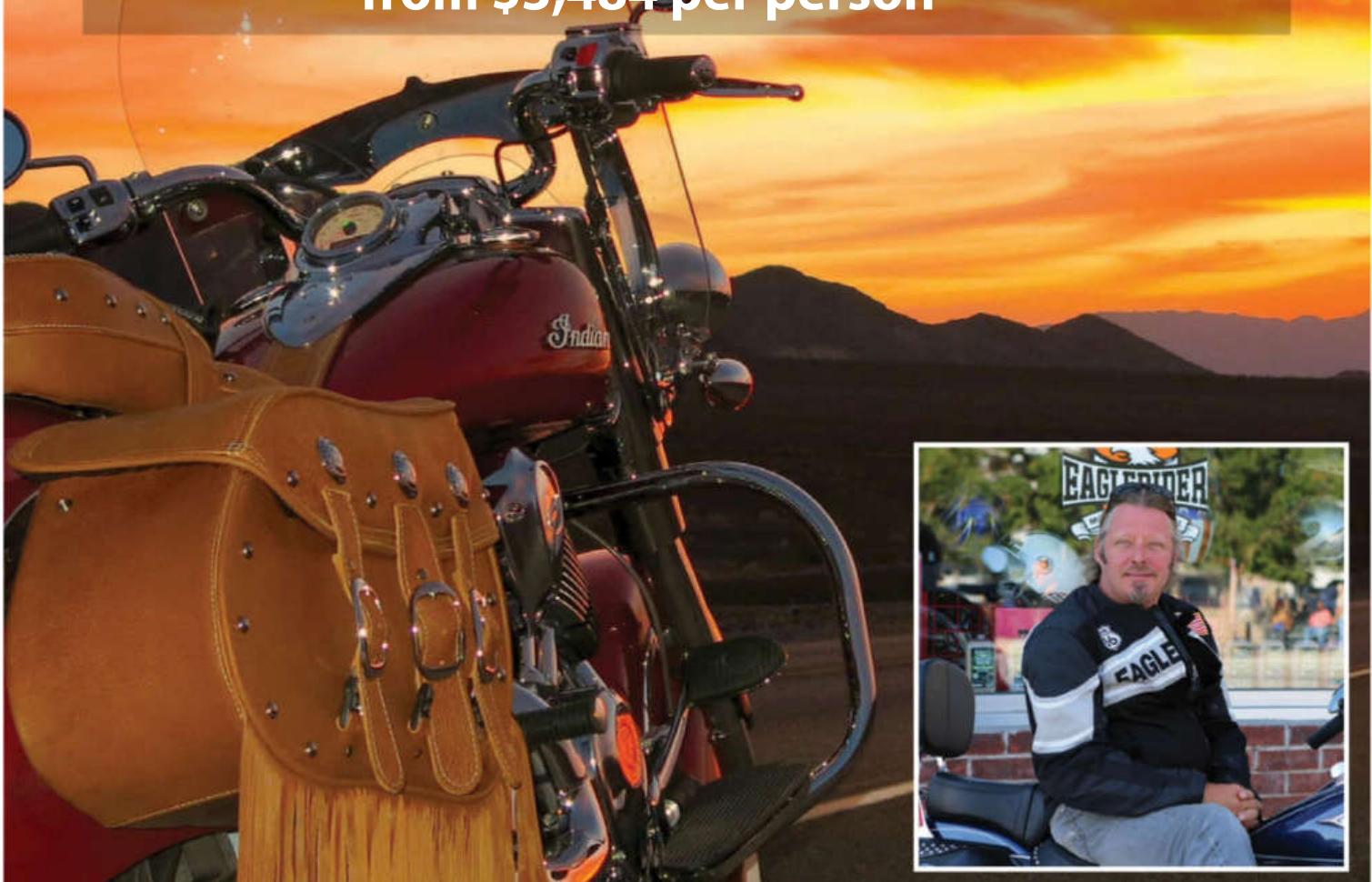
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Farkin' Funny

Sleep over.

Charlie was visiting an old friend and his wife for dinner. When the time came to leave, his car wouldn't start, and it was too late to call the local service station. The husband urged Charlie to stay over. There was no spare bed in the house; there wasn't even a sofa. So Charlie would have to sleep with the husband and wife. No sooner had the husband fallen asleep when the wife taped Charlie on the shoulder and motioned for him to come over to her.

"I couldn't do that," he whispered. "Your husband is my best friend!" "Listen, sugar," she whispered back, "there ain't nothing in the whole wide world could wake him up now." "I can't believe that," Charlie said.

"Certainly if I get on top of you and screw you, he'll wake up won't he? "Sugar, he certainly won't. If you

don't believe me, pluck a hair out of his asshole and see if that wakes him." Charlie did just that. He was amazed when the husband remained asleep.

So he climbed over to the wife's side of the bed and fucked her. When he finished, he climbed back to his own side. It wasn't long before she tapped him on the shoulder and beckoned him over again. Again he pulled a hair to determine if his old friend was asleep. This went on eight times during the night. Each time Charlie screwed the woman, he first pulled out one of the husband's asshole hairs.

The ninth time he pulled a hair, the husband awoke and muttered: "Listen, Charlie, old pal, I don't mind you fucking my wife, but for Pete's sake, stop using my ass for a scoreboard!"



the water parts, and the ball makes it to the green. Jesus gets up to swing, cranks it out, and it is headed for the water hazard. Jesus closes his eyes and prays. The ball skips across the water and lands on the green two feet from the hole. The old man's turn comes and he drives the ball. The ball looks like it is going to drop directly into the water. A fish jumps from the water hazard swallowing the ball at the same time as an eagle drops from the sky, grabbing the fish. As the eagle flies over the green, a bolt of lightning strikes the eagle, making it drop the fish. As the fish hits the green, it spits out the ball and the ball falls into the hole, making a hole in one. Jesus looks at Moses and says, "I really think I'm leaving Dad at home next time!"

The Blind Man

Mother Superior tells two new nuns that they have to paint their room without getting any paint on their clothes. One nun suggests to the other, "Hey, let's take all our clothes off, fold them up, and lock the door." So they do this, and begin painting their room. Soon they hear a knock at the door. They ask, "Who is it?" "Blind man!" The nuns look at each other and one nun says, "He's blind, so he can't see. What could it hurt?" They let him in. The blind man walks in and says, "Hey, nice tits. Where do you want me to hang the blinds?"

The monkey

Anna realized that she had grown hair between her legs. She got worried and asked her mum about that hair.

Her mum calmly said: "That part where the hair has grown is called Monkey, be proud that your monkey has grown hair." the girl smiled. At dinner, she told her sister: "My monkey has grown hair."

Her sister smiled and said: "That's nothing, mine is already eating bananas."

Not Talking

A guy sits down at the bar and orders drink after drink.

"Is everything okay, pal?" the bartender asks.

"My wife and I got into a fight and she said she wasn't talking to me for a month!"

Trying to put a positive spin on things, the bartender says,

"Well, maybe that's kind of a good thing. You know, a little peace and quiet?"

"Yeah. But today is the last day!"

Making Sandwiches

A boy says to a girl, "So, sex at my place?"

"Yeah!" she replies.

"Okay, but I sleep in a bunk bed with my younger brother, and he thinks we're making sandwiches, so we have to have a code. Cheese means faster and tomato means harder, okay?"

Later on the girl is yelling, "Cheese cheese, tomato tomato!"

The younger brother says, "Stop making sandwiches! You're getting mayo all over my bed!"

The Fix

A man was having premature ejaculation problems so he went to the doctor. The doctor said, "When you feel like you are getting ready to ejaculate, try startling yourself."

That same day the man went to the store and bought himself a starter pistol and ran home to his wife. That night the two were having sex and found themselves in the 69 position. The man felt the urge to ejaculate and fired the starter pistol.

The next day he went back to the doctor who asked how it went. The man answered, "Not well. When I fired the pistol, my wife pooped on my face, bit three inches off my penis, and my neighbour came out of the closet with his hands in the air."

Holy Golf

One day, Jesus, Moses, and an old man go golfing. The first one to tee off is Moses. He smashes the ball and it is heading right for the water hazard before the green. Moses raises his club,





It's amazing who you
bump into on the
streets of Melbourne...

WORDS BY LOAF
PICS BY STATIC PHOTOGRAPHY

Melbourne

WALKING ALONG a street in Melbourne while on a flying visit I saw what I thought was a familiar figure, and yes I was right, it was our mates 25 and Shane from the Mongols MC, who also just happened to be in town visiting a their club brothers. While we were having a quick chat he came up with a great idea for LTR to show off the beautiful Port of Melbourne and naturally it would include him. "I'll make a couple of calls and we'll get a bike, a few of the boys together and I reckon we might even be able to get a girl too."

Now 25 was speaking my language, so later that day we were down near the dock where the cruise ships disembark setting up to photograph them with a few of their brothers alongside a very tantalising 2013 CVO Breakout. Oh, and 25 even found a pretty girl to make matters even better! So we moved the bike around and got some great shots in what turned out to be a great afternoon. Ah yes it can be hard work but someone has to do it...

Just as the first Softail did in 1984, the CVO Breakout created a sensation

by breaking new ground. H-D had previously experimented with big tyre factory custom bikes like the Rocker, which didn't seem to hit the mark, but with the Breakout everything just seemed to drop firmly into place. And the world, including me, loved them, so much so that H-D then turned it into a standard model for 2014.

The CVO's are usually an up-spec stock bike but the Breakout was the first of its line and debuted with a 110ci Screaming Eagle balanced motor, new Turbine wheels, heaps of H-D accessories and a paint job that just grabbed everybody by the eyeballs and yelled 'LOOK AT ME!' And 25 had come up with the pick of the bunch paint wise in Hard Candy Gold Dust and Liquid Sun with Pagan Gold graphics. With its polished-steel sections on the fuel tank and guards plus a tint in the candy clear coat, the admirer is left staring at a look that Harley-Davidson calls 'Liquid Sun tone'. To give it the impression of having Gold Dust all over H-D's painters applied large metal flake over a black base, and finished the job off with tinted clear. The effect was stunning but





Ah yes it can be
hard work but
someone has to
do it...



unfortunately this awesome paint job created lots of problems and H-D had to cancel orders as they struck heaps of difficulties with maintaining the high quality of the finish. So the projected order of 1900 CVO Breakouts for 2013 was drastically reduced to an unknown number.

The 49mm front end is actually wider than the usual Softail front end (so does that make it a Wider-Glide front end?) to accommodate the wider 21" x 130mm front tyre and the whole front end has been dipped in chrome too, so sunlight just dances along it. The CVO Breakout also features alloy

rear fender struts instead of the forged steel struts found on the stock Softail models plus the guards were cut to the bare minimum of legality (well for the USA anyway) and then fitted as close to the wheels as they could safely manage allowing for tyre growth when hot. Add to this the low seat height and the slammed tank look courtesy of the bar and riser mounted speedo and the bike looked like it was custom made in a chopper shop. Of course we never got the side mounted plate out here as standard because our law makers seem to think that there's





something wrong with them so this bike has been modified to have an under the guard tail light and number plate mount. It's a lot cleaner than the mounts used on the 2014 Breakouts that's for sure.

And so just as we were finishing up the shoot we seemed to attract a little attention as a few cop cars started to appear in the area

And so just as we were finishing up the shoot we seemed to attract a little attention as a few cop cars started to appear in the area but we were already preparing to get the hell outta there anyway.

Thanks heaps to 25, Shane and their brothers in the Mongols MC for the day out in Melbourne and for organising a pretty girl and a hot CVO for us to shoot. Who knows I might bump into 25 and Shane again somewhere else in Australia and no doubt he'll have another great idea! 

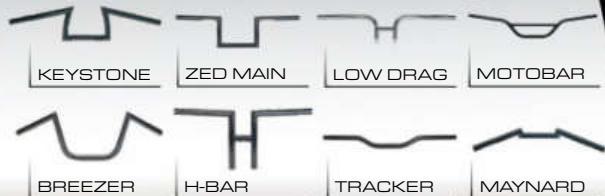




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LIVE TO RIDE



FAREWELL ALS

Als takes his final ride.

PICS BY JULZ WORDS BY LOAF



IT was a sad day as we farewelled our mate Als Fortune who'd lost his life in a freak accident doing what he loved doing; riding a motorcycle. The stand on his bike had dropped down and dug in as he entered a corner, bucking him off onto the side of the road.

Als truly lived to ride. He had ridden around Australia a few times on his Dyna and again on his old WLA as well as having shipped his bike over to

the USA and ridden across the United States. But his bikes were usually covered in mud and dirt as he refused to wash them yet despite this they were mechanically sound. And when customs washed his bike on its arrival back from the USA he was gutted as he loved the fact that his bike showed everyone where it had been.

There was a large turnout including his mates in the Vintage club, the Indian riders and heaps of people he

had met along the way. He was a fairly easy going bloke and just took things as they came, always seeming not to have a care in the world. His casket was carried by his old WLA piloted by Pieter Van Straalen and escorted by a funeral cortege that stretched for over 1km.

Following the service we headed back to the Prospect hotel to toast Als and remember him fondly talking about this exploits and adventures. Als will live on forever in our memories.



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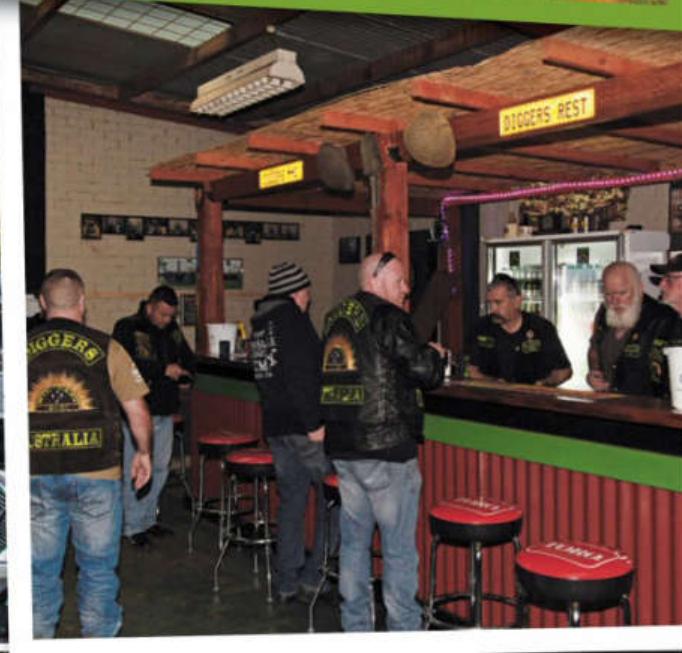
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DIGGING DEEP



CROSSY rocked along
for a great day on the
Diggers Legacy Run...



WHEN THE Southern Highlands chapter of the Diggers MC hosted their first Legacy Run they invited me along for the day, which sounded like a good ride. And in spite of the weather looking a little ominous, there were still around 75 bikes that turned up at Leo's Service Centre located at the Cross Roads. As it turns out, the rain stayed away all day, which was great!

Once everyone was ready to leave the pack lined up and headed straight down the M5 taking the Picton Road exit eventually stopping for a break at the George IV Hotel in Picton, which is always a popular spot for motorcycle riders of all sorts. The Diggers MC sold raffles and then found a bucket to draw

out some winning raffle tickets and handed out some nice prizes much to the delight of those who had attended.

After the five minute warning was called everyone returned to their bikes and mounted up for the next part of the ride. Our next stop was a new pub called the Scottish Arms which was located in Bowral, but before we arrived at Bowral the ride covered some top roads and there was some magnificent scenery along the way too. If you've ever ridden up this part of the world before, you'd know exactly what I'm talking about.

As soon as the bikes arrived at the Scottish Arms the riders and their pillion passengers lined up to order lunch which most ate in the large beer garden.

Of course after lunch was over, it was time to check the chrome in the car park. Lots of nice rides to be looked at and a heap of stories told on how the bike once started out as just a standard model.

Next stop, Robertson Pub for a quick one and then back to the clubhouse just down the road for the after-party. The good thing about having a clubhouse with heaps of camping ground is the guests stay much, much longer and you can party well into the night.

Many thanks to the Diggers MC, Southern Highland chapter for organising a great event with all money going to Legacy, a very worthwhile charity indeed!



If you've ever ridden up this part of the world before, you'd know exactly what I'm talking about



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THE LITTLE ROOSTERS

BSA's Bantam
gets the run
of the shed
in Corowa...

CROWING BY LOAF





A FEW YEARS ago LTR featured a lovely red Shovelhead that was built up by Dicko and his brother Greg. When Greg decided he wanted to start building up a custom bike, he looked around and decided to be an individual. He went for a classic but at the tiddler end of the scale taking on a BSA Bantam.

BSA Bantams began manufacture in England in 1948 and are based on a German design that BSA was given the rights to as war repatriation from Germany. The bike the Bantam was based on was the 2 stroke DKW 125, although BSA changed it up a little moving the gear change to the right hand side and the rear brake to the left hand side as that was the norm for the day. The Bantam was produced from 1948 to 1971 and by 1971 it had

grown in size from a 125cc to a 175cc. Incidentally H-D also received the rights to the design for the DKW 125cc bike which was produced as the Hummer.

For a lot of bikers the Bantam was one of their first rides as they were simple and light plus they could be bought very cheaply back in the '70s. Some kids had these instead of mini bikes and there were many farmers using them to round up sheep or cattle before the invention of the Ag-Bike. Since Greg started his project he became a fan of the Little Rooster and built himself one very tidy bobber.

The engine for the bobber was rebuilt by his father who rode Bantams way back when and knows quite a bit about them. The bobber's engine was built to stock specs but with a modern electronic ignition and is surrounded by a modified 1953 plunger frame that



Greg stretched four inches and turned into a rigid. The Bantams were available as a rigid with sprung seat, plunger rear suspension and then later in the mid '50s with a swingarm. With the swing arm introduced the rigid frame was dropped, however the plunger still continued to be used.

Custom touches to the bobber include the dished tank which Greg did himself after checking out the internet and following some instructions. I suppose it helps if you're handy with the tools and run an engineering shop. Greg has also fitted a Bates style headlight, and turned up his own foot pegs (as ya do when you've got the equipment) and fitted a customised leather seat. And that tank located underneath the seat...well that's made from stainless steel with a brass tap from a port barrel which Greg's thinking of using for either rum or scotch for the days when it gets cold.

One thing that did remain stock is the gas cap as it has the instructions for mixing required for two stroke oil and fuel, plus it also has the brands and type recommended back in the day. It did

occur to Greg to use the stainless steel tank for two stroke oil but then he can't drink that can he???

The Little Rooster is finished in flat black, everything except where it's painted red or in sandblasted chrome which looks like a satin silver finish. All of these factors combine to set it off and yes it's registered, but Greg only gets her out for special occasions.

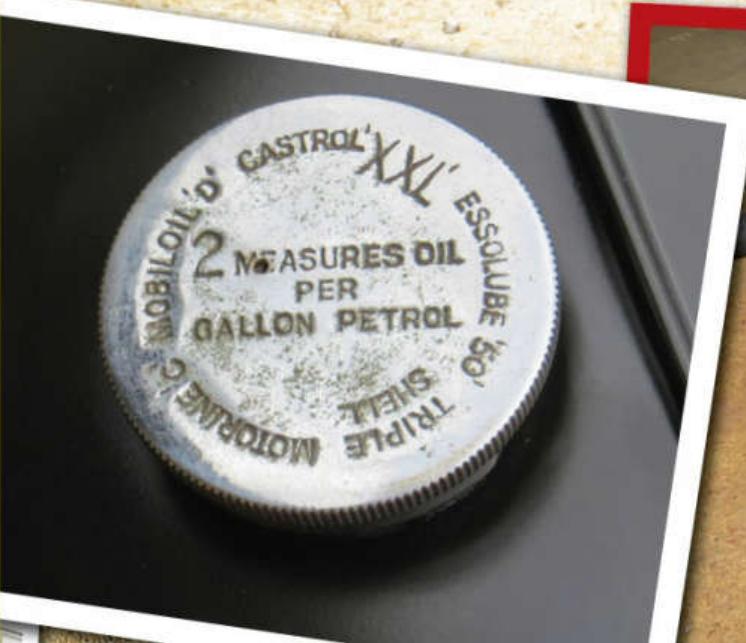
The other bike featured is Greg's Rat Rooster 1953 Bantam featuring the plunger rear end and was purchased after it had been involved in an accident with a tree on a farm, before being stored and forgotten about in a shed. Word got through to Greg about this and after a short trip the bike was back at Dickins Engineering where he was about to fix it up, when after a quick turn around the block he realised that it wasn't as bad as the previous owner made out.

The bike had a chequered past including being part of a PMG fleet and he considered it was a barn fresh find. Well almost everything is the way it was found except the motor needed a 'freshen up' and was taken out to





The bike had a chequered past including being part of a PMG fleet and he considered it was a barn fresh find.





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LTR90-03



185 using a Suzuki TS 185 piston which involved lifting the height of the cylinder. And to handle the extra power he fitted up a new clutch. Oh and it needed a speedo so a pushbike speedo got the nod, which is a programmable unit, so you enter the details and it then computes the speed calculations. This bike is often seen running around town in Corowa and Greg reckons that she's a little beauty, even if it isn't too beautiful to the naked eye!





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SILVERWATER MOTORFEST!

A golden autumn day was
had by all who rocked up...

FEATURE BY JULZ

THE BROTHERHOOD CMC's annual Silverwater Show has gone through some changes over its 21 years, yet still continues to grow in popularity. Originally the show was held near Lithgow on a place called Browns Farm, which is a long way from the shores of the Parramatta River. We had a few good years out there before they moved it closer to town at Silverwater Park, and we've had a few good years there too!

The show has a huge emphasis on being a great family day out where kids of all ages can check out bikes from vintage and veteran to the latest customs straight from a builder's shed or workshop. There's also a wide arrangement of classic cars and rods on site as well for people to get excited about.

Something else the Brotherhood CMC have done is encouraged motorcycle organisations to turn up and display what they offer to the motorcycling public, which means you usually see groups like Bikers Australia and King Cross Bikers who are more than happy to show the public what they're about. Naturally with a large biker crowd there are also many stalls to cater to their requirements with all manner of badges and cloth patches available

and if you are luck you may even get one sewn onto your vest or jacket.

Wandering around the show there was plenty to see with some excellent custom bikes on show, everything from home built bikes in garages to top shelf professionally built custom bikes. Hell there was even a display from Fraser Motorcycles on sight with some great new Harley-Davidson motorcycles for prospective customers to get the feel of. And if you wanted to see some classic cars, they were there too, especially considering there were some amazing machines from Australia's car industry back in the '60s and '70s plus some beautiful American muscle cars which had us all drooling. Oh yes with stuff like Ford Thunderbirds,

60's Cadillacs and a bevy of Chevys, virtually all tastes were catered for.

Oh and speaking of taste, when you got a little hungry all you had to do was wander over the barbecue and get yourself a sausage or steak sanga to keep your growling stomach at bay. And that could be washed down with a soft drink as with this show being very much a family event (and Christian taboot) doesn't have a liquor licence.

During the day there were various guests interviewed and Greg also gave a heartfelt eulogy for both Animal and Matchy who recently passed away. These two legends of the Sydney motorcycle scene will be sorely missed. They were both fitting

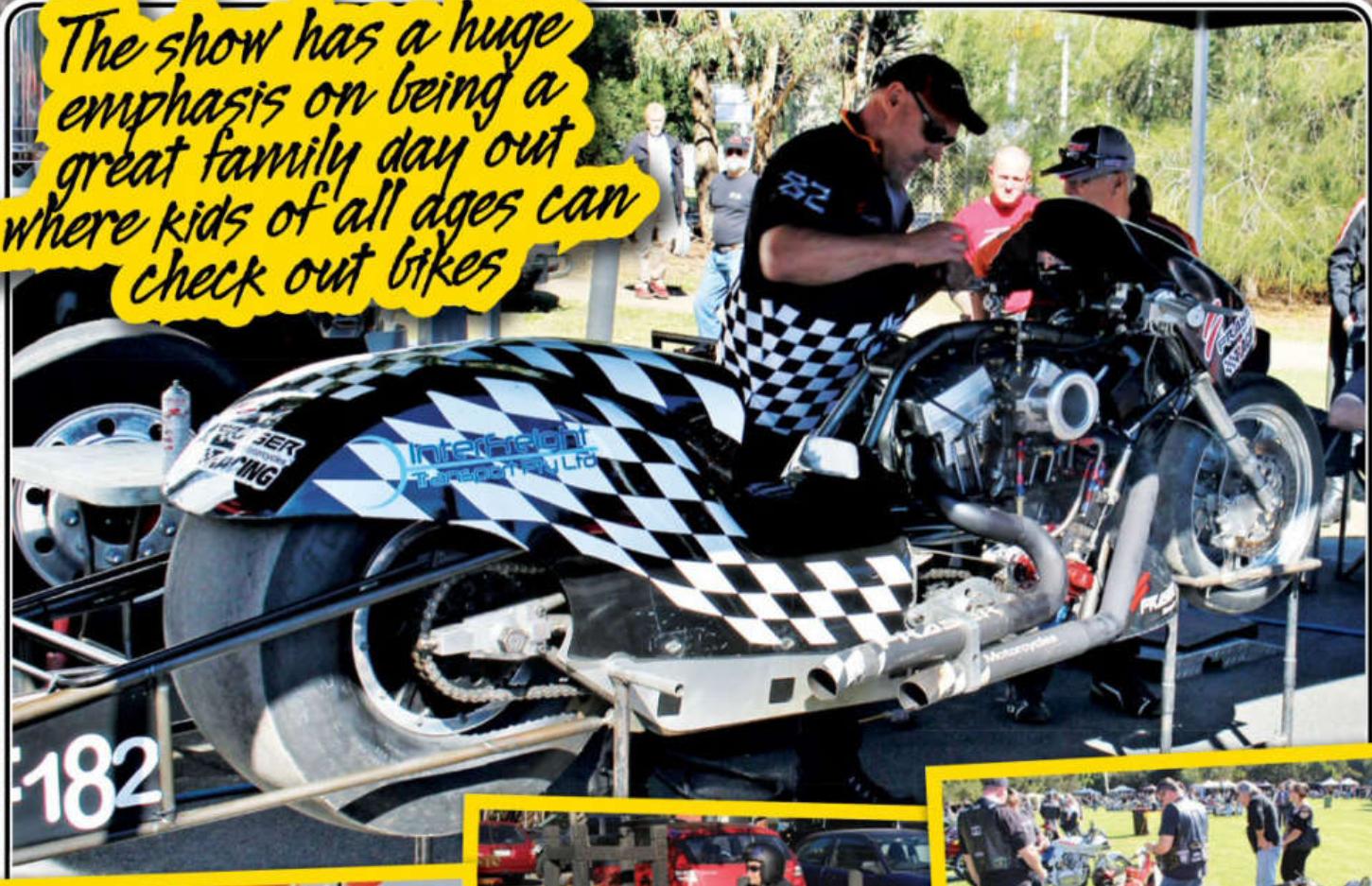


Wandering around the show there was plenty to see with some excellent custom bikes on show





The show has a huge emphasis on being a great family day out where kids of all ages can check out bikes



tributes paying homage to two iconic characters of the Australian motorcycle scene.

Slowly as the sun started to drop it was time to distribute the trophies and then pack up and head home from the Silverwater Motorfest. If you haven't been before why not give it a go next year... 





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ROCKING ADELAIDE!

The Mongols MC in Adelaide
have just kicked off a new show!

FEATURE BY MAJIK







WITH the current climate of government and police harassment against motorcycle clubs, especially 1%er clubs, bike and tattoo shows which were once regular events have become scarcer than a virgin in Thailand. Going against the grain the Mongols Nation 1% Adelaide Chapter held their inaugural Black and White Bike and Tattoo Show recently, which turned out to be a top day!

With no cover charge and B.Y.O the expenses participants usually encounter were forgotten. A donation to 'Make a Wish Foundation' could be made to the bikini topped girls who worked tirelessly all day. Four tattooists were also on site with their needles buzzing away ready to ink anyone who was due for some more artwork, and they were kept busy all day pumping out some great pieces. Four bands, Dino Jag, Devine All, Whole Lotta Bon and October Rage, who had just returned from a six month tour in America, pumped tunes from lunchtime until the early hours of the morning.

With no cover charge and B.Y.O the expenses participants usually encounter were forgotten



To make it even more of an enjoyable day, many Mongols rode from interstate for the show with a large number of members of the Lone Wolf 1% M.C also attending on the day. Police did their best to scare show goers away by parking along the road that runs in front of Dalgleish Street, as well as their abundance in numbers in front of the clubhouse! Taxpayer's dollars were hard at work being wasted. That was even after large groups of police under the guise of 'licensing' entered the show on numerous occasions, only to find no breach of the law whatsoever! Next time you blow a tyre in a pothole or are told there was no money to have another nurse on duty at your local hospital, consider the fact that excess police presence at events like this which run smoothly may be draining the States money coffers.

Mongols Nation 1% M.C Australia would like to thank all that attended and for those who didn't, see you next year, because it'll be on again!



Four tattooists were also on site with their needles buzzing away ready to ink anyone who was due for some more artwork



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The Golden Eagle



Soaring the straights, diving through corners, the Moto Guzzi California 1400 Custom!

FEATURE BY LOAF



IT'S no secret that my favourite brand after Harley is Moto Guzzi. For me they are the Italian Stallion (well okay, they do have the Golden Eagle as their mascot since they commenced manufacturing in 1921, way longer than Harley has used the Bald Eagle) so when I get the chance to throw a leg over one of their bikes I grab it firmly with both hands.

My love affair started with Guzzi back in the '70s and it was the sound and look of their Le Mans that grabbed me the same way the H-D exhaust and look did. Yeah I know they are both very different but that's what attracted me to them. The Le Mans looked fast even while it was parked and to hear one fire up was just the biz. Years later and having had a few mates who owned Guzzis my love affair with them was further enhanced by their Australian Importer who took a chance and offered me a ride on one for a magazine article. And man did I ever enjoy that!

The latest Guzzi California 1400 Custom is a continuance of the bike that took the CHP contract from H-D, but it is much changed from its predecessor. The engine is virtually twice the capacity of that early bike and, on the 1400 custom, the screen and bags are gone. It still features the footboards and heel and toe gear change, as did the earlier Calis, but these have been updated and now the footboards have a plastic scraper underneath the footboards to prevent you from sharpening the footboards. The heel-n-toe shift is also more refined as the heel shifter can now be removed without any need of grinding or filing, just two Allen bolts and it's off.

The 90° v-twin engine is a thing of beauty and power. It offers 88ft/lbs of torque early in its rev range at a paltry 2,750rpm which is less than half of its 7,000rpm redline. This equates to great gobs of power out of the corners and off the line. Yes it will start to gallop early and keep running all the way up through its rev range. The fuel is via ride-by-wire



EFI and is multipoint injection system in a 52mm throttle body and you have the choice of three fuel maps (rain, sport and touring) dependent on the road conditions. You can even make the change to a different map on the go...all you need to do is pull in the clutch and select the map via the mode switch and then let the clutch out. This is just the thing for a road like the Oxley Highway or up and down Macquarie Pass, you use Touring mode till you get close to the twisties and then flick it into Sport mode and the Cali Custom becomes a whole different bike.

The brakes on the Guzzi are bloody brilliant being twin 4-spot radial Brembo calipers up front biting on two 320mm discs and if that wasn't enough braking for you it also features a 2-spot Brembo caliper and 282mm disc at the rear. And when you match this with the excellent engine-braking of the big 1400cc motor it is sheer braking sex, letting you brake late into corners and accelerate out with ease.

Now Moto Guzzi rate this as one of their cruisers and it is, of a sort, but to me it would be a sports cruiser bike for the engine performance, braking, 165mm ground clearance which enables you to lean this over until you find that very little scrapes except for the board-savers. The bars offer you great control and the feedback that the bike offers the rider is excellent which inspires confidence so much that you'll find yourself doubling the advised speed through corners and still feeling like it will go faster (it will and can but I won't). Yep, this would be a sports bike for my mind but then I'm a fat old biker...not a young go fast buck.

To sum it up this Golden Eagle has a great hunting ground in Australia's road network as it will easily handle the boring long stuff and you'll revel in its fun factor through the corners. The California 1400 Custom is very much a great bike to ride and while you've read this before, I really didn't want to hand it back. And yes, I'm bloody serious this time... 



*It will start to gallop early and
keep running all the way up
through its rev range*



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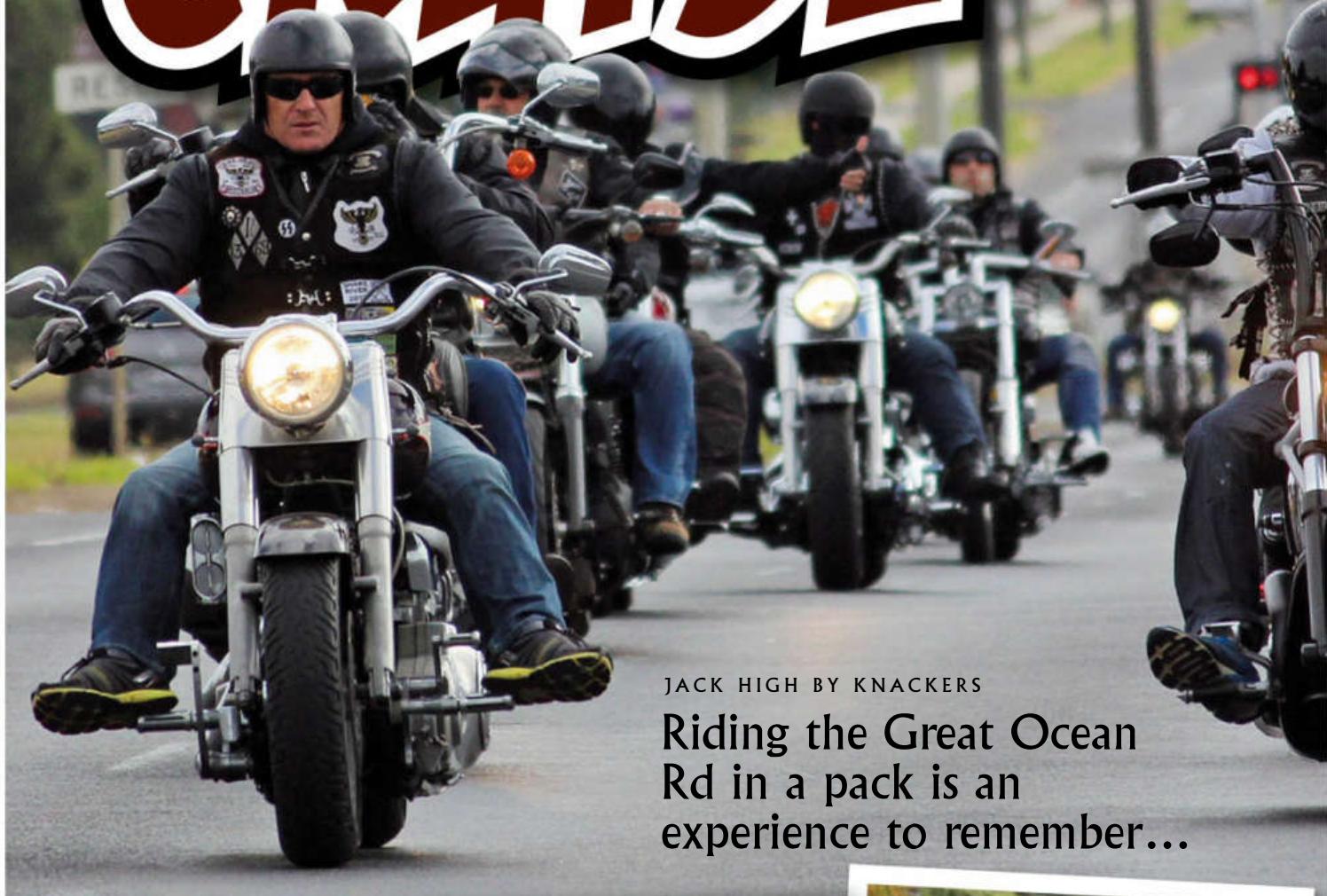
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Hard at WORK



Coastal CRUISE



JACK HIGH BY KNACKERS

Riding the Great Ocean Rd in a pack is an experience to remember...

THE GROVEDALE HOTEL was surrounded with bikes and bikers as the Black Uhlans MC (Geelong) chose this venue as the starting point for their annual poker run. Once the club ensured that everyone was registered and held their first card of their poker hand, they announced 'Kickstands up!' and commenced the day's ride ahead.

Along the route the pack encountered some road works which at times was challenging but all got through without any dilemmas. The ride's first port of call following a





decent blast was the Barwon Hotel, a good looking older style hotel with plenty of parking, great service and to top it off...very friendly staff.

We hung around at the Barwon for a cold one and with our cards collected it was time to head to the next stop, the iconic Lorne Hotel! Lorne was our designated lunch stop and there was a great feed enjoyed by many run participants as the Lorne Hotel really do a fantastic job of catering to everyone. But the day was marching on and we still had cards to collect at another stop or two as is the tradition of this day, so it was time to depart and journey on.

To get a great shot of the rolling pack along on the iconic 'Great Ocean Road' I took off a tad earlier and waited for all the bikes, which was a tad tricky. But after meandering my way back on to the road after taking a few good snaps, I eventually caught up with the riders at the Anglesea Hotel. This is a great part of the run as many of the riders and millions begin to relax even more than earlier on in the day.





To get a great shot of the rolling pack
along on the iconic 'Great Ocean
Road' I took off a tad earlier



Once again the cards were collected and stories exchanged until it was time to head off to our final card stop, the Torquay Hotel.

A short stay at the Torquay was over when the 'Five minutes' call went up, causing a few people to leave the bar with unpurchased beverages while others who already had one were hurrying to finish before mounting up and heading back to the clubhouse in Geelong.





We hung around at the Barwon for a cold one and with our cards collected it was time to head to the next stop





When everyone was back safe and sound in the confines of the Geelong clubhouse the members checked the tally of hands and sorted the best from the worst before announcing the winner. And then it was time to party, which they did to the early hours and beyond.

The Black Uhlans MC would like to say a big thank you to all those who supported the day either by sponsoring it or taking part in the run itself. Their support is always appreciated by the club! Thanks also to the staff of all the hotels that were visited as they do a great job through and through of seeing that the wants of many are fulfilled ... and always with a smile! 



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Still having a Go!

by Greg Hirst

Independence Day

IT'S not really an Aussie custom to celebrate the July 4 Independence Day, perhaps because it is uniquely American and perhaps it's usually a bit cold to get out and about during the middle of an Aussie winter.

But according to mainstream media reports that is what thousands of Australian bikers did in a show of defiance against the spreading anti-rights laws in this country.

Spurred on by the South Australian Labor government's plan to introduce the Queensland style anti-association laws, these rides reflected the anger on the streets of Perth, Adelaide, Melbourne, Sydney and Brisbane.

ABC online news on July 5 carried the banner: 'Anti-bikie laws: Rallies held around country to protest anti-association laws in Queensland, NSW, Victoria and South Australia.'

'Crowds of up to 300 people turned out in Brisbane, Melbourne, Sydney and Adelaide on Saturday morning.'

In Brisbane, the United Motorcycle Council of Queensland vowed to continue fighting against the

"There's nothing in there about bikes, bikies, bikers, bike gangs. They are anti-people laws. They want control of the clubs," he said...

Queensland Government's anti-association laws... The rally was peaceful even if the message was not.

The council is still angry with the former Newman government for introducing the Vicious Lawless Association Disestablishment (VLAD) laws in 2013...

In Melbourne, motorcyclist Max Iddles told the protest that bikies would fight similar laws from ever being introduced in Victoria.

"There's nothing in there about bikes, bikies, bikers, bike gangs. They are anti-people laws. They want control of the clubs," he said...

Dale Maggs from the Freedom Riders Association said bikies would stand together to prevent any tougher legislation that targets them.

"It has to stop and it has to stop now. We have to lobby hard and we have to be strong as a united group."

In New South Wales, about 40 (actually over 100) people rode their motorbikes around the state's parliament house.

The Brotherhood Christian Motorcycle Club's Greg Pendlebury addressed the crowd.

"These laws are wrong," he said.

"They are wrong because they change the definition of crime – from what you do, to who you associate with. In doing that I think they make a grave mistake."

"Having a meal with someone is not a crime. Spending time with someone is not a crime. Talking on the telephone is not a crime. These laws take normal human interaction and turn them into criminal activity. They are wrong and they have no part in our community..."

Wayne Baffsky, a barrister who represents the United Motorcycle Council, said today's protest "... is not just about bad laws, and it's not just about laws which are counterproductive".

"It's about the weakening of our constitutional protections," he said.

"People are being targeted for how they look and who they associate with..."

About 200 bikies rode from Port Adelaide to the steps of Parliament House, protesting against the South Australian Government's planned anti-bikie laws...

Gypsy Joker's Robert Cameron, who organised today's protest, said the laws were unfair, but would support a judicial review.

"If that amendment does go through, yes we don't mind, because that means you'd have to catch us doing something wrong instead of just assuming we're doing something wrong." ABC Online News 5-7-2015.

While the ABC clearly ignored the gathering in Perth it seems from Facebook that the ride was well attended and also had media coverage.

Clearly this is a national issue and the motorcycle community are the ones mobilising to keep the fight going. If we don't do it then who will? 🚩

Robert Cameron -Speaking out against unfair legislation.



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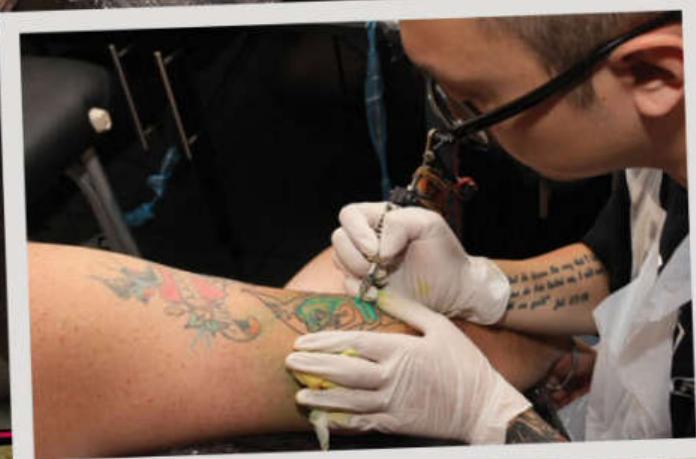
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Inside the shop you'll find an inviting and relax atmosphere with comfy couches, computers for customers so they can research tattoo designs, plus there are tattoo designs over the walls (you can grab a quick snack from their lolly jar).

Tattoo Nation have clientele who travel from interstate to get inked by their artists as they are not only skilled tattooists but also respectful and ensure that their customers leave with an awesome tattoo that the customer will proudly show for the rest of their life.

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Attending university JayR completed a Diploma in Visual Arts and that's when his passion hit home realizing the best way to express his artistic ways was to tattoo. His artistic radar is constantly on and never turns off as tattooing and customer satisfaction is a very serious matter to him. JayR specializes in Japanese style body suits, portraits and loves to freehand a lot of his work.



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KICKSTART

NEED EXPOSURE FOR YOUR EVENT?

For your free plug, you have to inform us in writing by 01/10/2015 and it'll be in LTR #337 (on sale January 7th 2016) Send us basic details, along with a phone number and email to: info@liveroride.com.au with ATTN KICKSTART as the subject.

Refer to Live to Ride magazine's Facebook site for a current listing that also features those events that were received too late for printing.

Central Coast Poker Run

September 19th (Sat) NSW

Who: Central Coast American Motorcycle Club

Where: Hungry Jack's Car park Tuggerah. Meeting from 9.15am for the first card. From 4pm there will be live music, prize presentation and refreshments at the Tall Timbers Hotel. Wild card draw takes place at the lunch stop. Enquiries call 0438 432 394. All makes of motorcycles are welcome on this run.

Wombat Rally

September 19th (Sat) NSW

Who: Bikers Australia

Where: Wombat Sportsground, Rosel St, Wombat. Gates open Friday afternoon with entertainment at the pub on Friday night. Bike show on Saturday plus gymkhana events, trade stalls and it's fully catered (NO BYOG). Live music from Voodoo Shuffle and Phil manning (Chain) on Saturday night. Call 0412 126 489 to find out more.

Pambula Bike Show

September 26th (Sat) NSW

Where: Oakland Event Centre Pambula. Event starts at 11am and will finish at 5pm with live music, raffles, kids' activities, trade stalls and of course the bikes on display. This is event is proudly supporting Bega Oncology.

Ride for Life

October 3rd (Sat) QLD.

Where: Ettamoggah Pub Palmview. This ride will support the City Gyms relay for life team with the proceeds going to the Cancer Council.

Assembles from 8.30am and will finish at the Gympie Football Club 70 tin can bay Rd Gympie. See www.shadowbikers.net for details.

Centre. Assemble from 8.30am ride leaving at 10.30am sharp via Cabramurra, Tooma, Tintaldra and Khancoban. Supporting Snowy Hydro SouthCare. For further info call (02) 6076 9471.

Australian National Show & Shine

October 4th (Sun) Vic.

Where: Seven Creeks Park, Euroa, Show takes place from 8 am—3 pm with judging starting at 10 am. 90 trophies for all makes from Veteran to latest model show cars and bikes. Visitors \$2; show vehicles \$5 (includes driver). This is a great family day out for all the family. Website:

australiannationalshowandshine.com.au

Blessing of the Bikes

October 10th (Sat) Vic.

Who: Inline 4 café Mirboo Nth

Where: Inline 4 café Mirboo Nth. Conducted by Pastor David Holt & The Rev John McMahon, the blessing will provide an opportunity for all motorcycle riders to have themselves and their bikes blessed for a safe riding season.

Bikers 4 Boobs

October 17th (Sat) NSW

Where: Temora Ex-Services Club Loftus Street, Temora. Registration from 9am ride commences at 10am. Major raffle and dice roll at end of run. Proudly supporting Temora and District Can Assist Branch! Contact Di 0429 810 028, Killa 0407 896 762 or Rosie 0427 731 738 for more info.

Ride for Dusty

October 17th (Sat) Qld

Who: Donate Life

Where: - Hungry Jacks Browns Plains from 7.30am. Ride leaves at 9am sharp. Raising money to help Dusty and the Deleslie family with costs for Dusty's treatment for NSIP. All motorcycle enthusiasts welcome. Call Adele on 0438 664 374 for details.

NSW ACT State Rally

October 23rd-25th (Sun) ACT.

Who: HOG Canberra chapter.

Where: Queanbeyan Showgrounds. All the fun of a HOG rally.

Khancoban Poker run

October 24th (Sat) NSW

Who: The Alpine Inn

Where: Khancoban Tourist Information

Bail-Up Poker Run

October 24th (Sat) NSW

Who: Oxley Riders

Where: Uralla Bowling Club, Queen St Uralla. Registration from 6pm Friday or from 8am Saturday. Depart 10.30am. \$25 per entry. Lucky door prize: 4-day holiday package. All motorcycle enthusiasts welcome. Call 0429 825 230 for details.

Pink Dice run

October 25th (Sun) NSW

Who: Bikers Australia

Where: New Victoria Tavern 447 Victoria St Wetherill Park. Registration and breakfast from 8am ride commences 10am. Proceeds from the day will be donated to Pink Ribbon Day. See www.bikersaustralia.com.au for more information.

Border Bikefest

October 25th (Sun) Vic;

Who: Lions Club & Ulysses Club

Where: Gateway Lakes, Lincoln Causeway Wodonga. Bike registration: 8am till 10am with exhibition and swap Call: 0408 691 224 or 0438 591 692 or go to www.motorbikeshowandshine.com for further details.

Laidley Motorcycle only swap meet.

October 24th & 25th (Sat&Sun) Qld

Who: Historic Motorcycle Club

Where: McGregor St Laidley. Looking for a hard to find part well it may appear at this motorcycle only swap meet. Gates open 5am Saturday morning for vendors and 6am for general public. Lucky door prize is a Triumph 650 motorcycle but you must be there to win it. Call 0459211365.

Aussie Trikefest

October 28th-November 1st (Wed-Sun) SA

Where: Victor Harbour. Every couple of years a bunch of trikers get together to enjoy riding around the country. The 2015 trike fest will include rides through the local area showcasing all it has to offer and accommodation from camping to 4 stars is available. Email madness489@hotmail.com for further details.



Bombshell of the month

CRYSTAL is one of Bombshells most requested topless waitresses... for obvious reasons! Super fit with a rockin' body and a friendly personality, she's the whole package for your next party. And, book her with best friend and blonde Bombshell Sarah and you've got double the fun coming your way! ☺

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